

## Illinois Department of Natural Resources

Comment 1: "The Illinois Department of Natural Resources concurs with the need to submit an Incidental Take Authorization for the two state-listed species within the project area...should efforts to avoid impacts to INAI site not be realized."

Other comments submitted to the IDNR include minor editorial comments to pages 3-1, 3-2, 3-7, 4-5, and 6-2 of the Biological Assessment.

Response 1: The Illinois Department of Transportation (IDOT) has determined that the most recent conceptual plan to the highway adjacent to the Beardstown Marsh INAI site was designed at the request of the City of Beardstown. The city requested IDOT to provide better access to the downtown economic area at this location. Great effort was taken to minimize impacts to the natural area without compromising the safety of the traveling public. The minimum safety standards were used, such as reducing the median width from 15 meters to 7 meters in this area. In addition, the horizontal curvature of the expressway design is the minimum requirement.

All alternatives for the location of the interchange were evaluated but were dismissed due to compromising safety standards and greater impacts to sensitive habitats. Therefore, after extensive evaluation it has been determined that impacts to the Beardstown Marsh Natural Area are unavoidable.

It has been noted by agency officials that the areas of impact to the natural area are of very low biological quality.

As far as the recommended mitigation, the IDOT is willing to explore the funding for special management techniques at a nearby site, as well as incorporating mitigation efforts to impacts to the Illinois chorus frog. The IDOT feels it would be beneficial to incorporate the mitigation efforts for impacts to the natural area as well as the Illinois chorus frog. The Conservation Plan for the Incidental Take Authorization will reflect the recommendation of assisting in the establishment of a conservation easement at the New Dominion Farm.

Based on the Biological Assessment and the above considerations, the IDOT requests consultation under the Illinois Endangered Species Protection Act be closed.

The recommended editorial changes have been incorporated into the Biological Assessment.



Specifically, the New Dominion Farm site which is pursuing a conservation easement on a portion of their land to protect habitat for the Illinois mud turtle needs several acres of mechanical thinning to control woody brush and herbaceous exotics along with limited herbicide use. There is another site within the New Dominion Farm that could be secured for the Illinois chorus frog in establishing a conservation easement. Contributing to the habitat enhancement for these species would be a possible option should efforts to avoid impacts to the INAI site not be realized.

C) Page 3-1: the wingspan stated for the bald eagles would be a more accurate figure of 70 -85 inches.

D) Page 3-2 and other pages: citation to Heckert should be changed to Herkert.

E) Page 3-7, second full paragraph: we are aware of no evidence to support the statement that the forest along the Illinois River would be unsuitable for roosting bats because of noise from highway and river traffic. Bats commonly use highway bridges as roost sites and maternity colony sites. This statement should be dropped and the potential value of this habitat should be reconsidered.

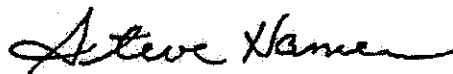
F) Page 3-7, section 3.3.8: The correct spelling for Hofman is Hofmann.

G) Page 4-5, section 4.3.7: Phillips and Petzing 1997 is NOT in the literature cited. Also, Phillips 1998 and Petzing and Phillips 1999 are NOT in the literature cited/references.

H) Page 6-2 second paragraph, last sentence: It is not understood how drainage ditch sites (presumably wet) in which chorus frogs have become "established" are not breeding sites. Chorus frogs are found in ponds and ditches during their breeding season and spend the rest of the year buried in more upland sites. If they are in these ditches while there is standing water, what are they doing if not at least attempting to breed. Clarification is needed on this.

If you have any questions on the above, please contact me at 217-785-5500.

Sincerely,



Steve Hamer  
Transportation Review Program  
Division of Natural Resource Review

cc: Steve Davis/IDNR  
Tom Flattery/IDNR  
Glen Kruse/IDNR  
Tim Kelley/IDNR  
Carolyn Grosboll/TNPC

Newton Ellens/USEPA  
John Betker/USACOE  
Richard Nelson/USFWS  
J.D. Stevenson, FHWA  
File



IN REPLY REFER  
TO: FWS/RIFO

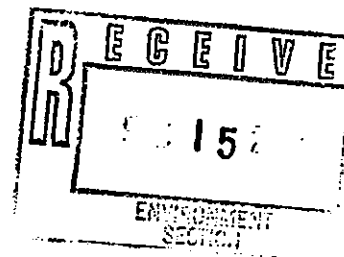
## United States Department of the Interior

### FISH AND WILDLIFE SERVICE

Rock Island Field Office  
4469 48<sup>th</sup> Avenue Court  
Rock Island, Illinois 61201  
Phone: (309) 793-5800 Fax: (309) 793-5804



February 11, 2002



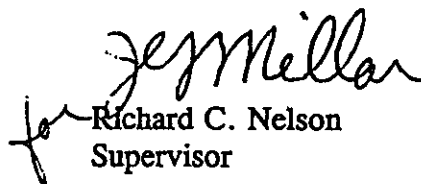
Mr. Larry L. Piche, P.E.  
Illinois Department of Transportation  
2300 South Dirksen Parkway  
Springfield, Illinois 62764

Dear Mr. Piche:

This responds to your letter of January 17, 2002, requesting our comments on the Biological Assessment (Detailed Action Report) for U.S. Route 67 (FAP 310) Jacksonville to Macomb, in Morgan, Cass, Schuyler and McDonough Counties, Illinois. We have no additional comments at this time.

Our comments are provided under the authority of, and in accordance with, the provisions of the Fish and Wildlife Coordination Act; and the Endangered Species Act of 1973, as amended. If you have questions, please contact Heidi Woeber of my staff.

Sincerely,

  
for Richard C. Nelson  
Supervisor

G:\WP\_Docs\HEID\nochange

## **U.S. Fish and Wildlife Service**

The U.S. Fish and Wildlife Service did not submit comments requiring response or resolution.



# Illinois

Department of  
**Natural Resources**

524 South Second Street, Springfield, Illinois 62701-1787

REC'D DIST. 6  
APR 19 2002  
STUDIES & PLANS

<http://dnr.state.il.us>

George H. Ryan, Governor • Brent Manning, Director

April 5, 2002

Mr. Victor A. Modeer, Jr., P.E.  
Illinois Department of Transportation - District 6  
126 East Ash Street  
Springfield, Illinois 62764

RE: U.S. Route 67 (FAP 310)  
P96-006-93  
Jacksonville to Macomb  
Morgan, Cass, Schuyler, and  
McDonough Counties

ATTN: William E. Martens, P.E.

Dear Mr. Modeer:

The Illinois Department of Natural Resources has received your letter of April 1, 2002 which referenced the Illinois Department of Transportation's intent to proceed with the Incidental Take Authorization for listed species associated with the above referenced project.

Based on the Biological Assessment and your letter of commitment, consultation is closed on this project.

If you have any questions on the above, please contact me at 217-785-5500.

Sincerely,

Steve Hamer  
Transportation Review Program  
Division of Natural Resource Review

cc: Steve Davis/IDNR  
Tom Flattery/ IDNR  
Glen Kruse/IDNR  
J. D. Stevenson/FHWA  
File

# ILLINOIS ROAD CONTRACTORS, INC.

P.O. BOX 1080 • 520 N. WEBSTER • JACKSONVILLE, ILLINOIS 62651-1080

Victor A. Modeer, Jr.  
District Engineer  
Division of Highways / District 6  
Illinois Dept. of Transportation  
126 E. Ash St.  
Springfield, IL 62704-9822

217-245-6161 • FAX 217-243-0804

July 30, 2001

Illinois Road Contractors is a family owned business in Jacksonville, Illinois recently celebrating its 75<sup>th</sup> anniversary. We have a keen interest in the U.S. Rt 67 Expressway between Jacksonville and Beardstown.

This past week, at the Chamber of Commerce in Jacksonville, you offered a pre-hearing viewing of the alternative routes being considered. I was impressed with the clarity, knowledge, and impartiality in the presentation. A key statement, made in the presentation, was that this expansion of Rt 67 is driven in large part by the economic impact it can have on the Western part of the State. We fully agree with that premise.

We operate Meredosias Terminal on the Illinois River. From there we receive and distribute:

- Asphalt and emulsions for Marathon
- Aqua Ammonia for MBD, Inc.
- Road Salts for Cargill and Central Salt
- Fertilizers for U.A.P. Richter and Brandt Consolidated

The tractor trailer traffic we generate from this terminal is seasonal, varying from 10 per day in winter months to as many as 100 per day in the heat of the summer. In all, we process 10,000 fully loaded deliveries per year. Virtually every unit travels existing Rt. 67/100.

Route 67 Alternate "E" is important to our current business and future enterprise considerations. Route 67 Alternate "A" offers no improvement potential for us and retains our existing road usage on Rt 100. The heavy truck traffic and wear we generate on this existing route will not change if Alternate "A" is employed.

A progressive view of long term costs and the enterprise value for the ports and terminals on the Illinois River near Meredosias make Alternate "E" a wise choice, and we fully endorse that selection.

Respectfully submitted,

*P. Devon Davis*  
P. Devon Davis  
President  
Illinois Road Contractors

REC'D DIST. 6  
JUL 31 2001  
STUDIES & PLANS

**Chapin State Bank**  
A Division of Jacksonville Savings Bank

August 7, 2001

Mr. Victor A. Modeer, Jr.  
District Six Engineer  
126 Ash Street  
Springfield, Illinois 62704-4792

RE: U.S. 67 Expressway Design Study

Dear Sir:

It is our sincere belief that our bank and the Community of Chapin would be best served, if Alternative Route E is chosen, to have the expressway follow the existing route through Chapin. We feel this would give greater exposure and convenience to our business and related businesses in the community than the proposed route which is shown to be north of the existing highway would give. If the northern route is implemented we feel many individuals traveling the expressway would by-pass Chapin because of the required exit, as compared to having the expressway running on the existing highway and providing greater customer convenience and accessibility to the bank and other businesses in our community.

We thank you for your consideration and welcome the opportunity to further discuss this with you.

Sincerely,

*Andrew F. Applebee*  
Andrew F. Applebee  
Chairman  
Jacksonville Savings Bank

*John C. Williams*  
John C. Williams,  
Vice President and Manager  
Chapin State Bank

AFA/JCW:pic

510 Superior  
P.O. Box 350  
Chapin, Illinois 62628  
(217)472-3211 • FAX (217)472-3002 • FDIC Insured

**Meredosias Community Bank**  
A FACILITY OF THE BANK OF BLUFFS

820 STATE HIGHWAY 104 • P.O. BOX 470 • MEREDOSIA, ILLINOIS 62665 • TELEPHONE 217 584-1392

REC'D DIST. 6  
AUG 22 2001  
STUDIES & PLANS

August 17, 2001

Victor A. Modeer, Jr.  
District 6 Engineer  
Illinois Department of Transportation  
126 East Ash Street  
Springfield, IL 62704-9822

Dear Mr. Modeer:

The Meredosias Community Bank would like to express how very important it is to all the businesses in this area and surrounding area of Meredosias that route U.S. 67 remain the same as the existing route. This highway is a vital transportation link to business and industry for our community. It would be detrimental to the businesses that are already here and would deter new businesses from coming to this area if the route were changed. You have our complete support for Corridor E.

I appreciate your consideration in this matter.

Sincerely,

*Nolan Bangert*  
Nolan Bangert  
Branch Manager  
Meredosias Community Bank

**Meredosias Community Bank**  
A FACILITY OF THE BANK OF BLUFFS  
NOLAN BANGERT  
BRANCH MANAGER

820 STATE HIGHWAY 104 • P.O. BOX 470 • MEREDOSIA, IL 62665

TELEPHONE 217 584-1392  
FAX 217 584-1399

**DOT**  
TRANSPORTATION INC

Headquarters  
Rt. 99 South, P.O. Box 265  
Mt. Sterling, IL 62551  
217-773-3922 fax 217-773-3997

August 23, 2001

REC'D DIST. 6  
AUG 27 2001  
STUDIES & PLANS

William E. Martens  
Program Development Engineer - District 6  
Illinois Department of Transportation  
126 East Ash Street  
Springfield, IL 62704

Subject: Corridor 67 - Alternate Routes

Dear Mr. Martens:

We appreciate yourself and IDOT explaining the Corridor 67 project and permitting Dot Foods, Inc., and Dot Transportation, Inc., the opportunity to express our opinion and desires regarding the route involving alternates A and E.

It is our opinion that Alternate E between Jacksonville and Beardstown would offer better economic development opportunities and provide safer travel for more traffic than Alternate A.

The portion of Alternate E's route from the intersection of Rt. 104 and Rt. 67 (East of Meredosias) to the Concord Blacktop is one of the main arteries for our trucks traveling east and southeast. We have between 130 to 150 trucks travel this route weekly. This does not include the truck traffic from other carriers coming to and from our facility from this direction.

We agree with the Morgan County Commissioners in that if Alternate A is selected, Route 104 between Alternate A and Meredosias would continue to require substantial upkeep to maintain the truck traffic from Jacksonville to Meredosias. Alternate E would permit our drivers to travel on a safer four-lane road from Meredosias to Chapin en route to I72.

Thank you for reviewing our comments. If you have any questions, you may reach me at 217-773-3922, ext. 2443.

Sincerely,

*Scott Bowen*  
Scott Bowen  
Manager Transportation Safety

If you have questions, comments, or opinions related to this study, please complete this comment form.

I prefer (please circle one):      A Alignment      E Alignment

OUR EXISTING EQUIPMENT PROVIDES SERVICE ON THE EAST OF E. MORGAN AT THE SET OF 136 - 67. FUTURE EXPANSION WOULD HAVE A ROADWAY DEMAND OVER THE TOP OF OUR FACILITY. BUSINESS NEED 24 MONTHS ADVANCE LEAD TIME TO ADDRESS CURRENT 7045 BUSINESS

Name: Keat Nixon  
Affiliation: Interstate Acc. Inc. (Morgan and our)  
Address: 4000 E. Jackson St.  
Morgan P. Ill.

Please fold, tape, and mail. No envelope or postage is necessary.



200 West Douglas  
Jacksonville, Illinois 62650  
217.479.4627  
FAX 217.479.4629  
www.jredc.org

August 21, 2001

Mr. Victor A. Modeer Jr.  
District Engineer  
Division of Highways, District 6  
Illinois Department of Transportation  
126 East Ash Street  
Springfield, Illinois  
62704-9822

Dear Mr. Modeer:

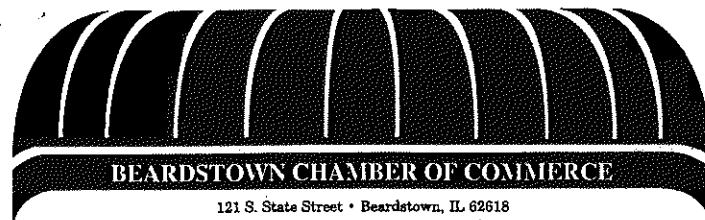
At its monthly board meeting, the Jacksonville Regional Economic Development Corporation adopted a resolution that directed me to inform you of our Board of Directors' support for Alignment "E". It is our great pleasure to join with Morgan County, the City of Jacksonville, and others in our support for an alignment that closely follows the existing route of U.S. 67.

Retention and expansion of our existing industries, as well as attracting new industries to our two-county area is a primary concern for the Economic Development Corporation. In light of this focus, please allow me to briefly detail the reasons for our preference regarding Alignment "E" of Corridor 67 between Jacksonville and Beardstown.

**Existing Industrial Presence:** Meredosia has the second highest concentration of industrial investment in Morgan County. To maintain these industrial assets, it is essential that quality highway transportation be available (and improved). Increasing the highway from its existing condition to a new four-lane surface is certainly desirable, but from an industrial perspective, improved highway transportation does not include increasing the distance for access to the highway. Relocation of the highway to the top of the bluffs, with an uncertain maintenance schedule for the old highway, will create a potential challenge for the industries in the area, which are heavy users of the current highway.

Included among the industries in the Meredosia area is National Starch, which has recently invested an additional \$22.5 million in its local facility. Over 300 people work at this facility, with an annual payroll of approximately \$12,000,000. In addition, Meredosia is home to an Ameren/CPS generating station, which employs approximately 100 people who earn an average of approximately \$40,000 per year. The advantage of an upgraded U.S. 67 in its existing location

*The success of your business is our goal!*



121 S. State Street • Beardstown, IL 62618  
Phone / Fax 217-323-3271      www.beardstown.org  
August 30, 2001

Mr. Victor A. Modeer, P.E.  
District Engineer  
Illinois Department of Transportation  
126 East Ash Street  
Springfield, IL 62704-4792

Re: U.S. 67 (FAP 310)

Dear Mr. Modeer:

Earlier this month, representatives from your office held a public hearing here in Beardstown regarding the proposed route of the new U.S. 67 expressway as it passes through the counties of Morgan, Cass, Schuyler, and McDonough Counties. I was very impressed with the meeting. The displays were presented in a manner in which the viewers could clearly understand the proposed route alternatives.

After viewing the presentations of the proposed route as it bypasses Beardstown, I have some concerns that I would like to bring to your attention. These concerns could have a major impact on Beardstown's future economic growth from the expressway. My first concern relates to the proposed route as it bypasses Beardstown and crosses the Illinois River. I have included a copy of a map from the Draft Environmental Impact Report issued by your office which I have highlighted the areas of concern. The last approximately 1,200 meters of the bypass before crossing the Illinois River does not allow sufficient space to develop to the east towards Beardstown. We are surrounded by wetlands to the south and southwest, and the river to the north. The only option we have is to develop east. The proposed route needs to provide sufficient space to the east for development. If the proposed route where it crosses the Illinois River were to be relocated approximately 600 - 700 meters west, with the expressway coming directly south from this location, there would be adequate space for future economic growth. (The route would be on the west side of the drainage ditch.)

My second concern with the proposed route as it bypasses Beardstown relates the access lanes. The traffic coming from the north as it crosses the bridge has very little time to react to the exit lane to Beardstown (approximately 200 - 300 meters). If the traffic misses the exit, there are no other access points to Beardstown. And from my personal experience, if a driver misses the exit

"Home of  
The Beardstown Ladies  
Investment Club"



Lincoln Courthouse - 1868  
Formerly Lincoln Almon's Trial Site

is essential to the retention and expansion of these companies, as well as Cargill, IMC Agri Business, Inc., Meredosia Terminal and T.A., all of which have facilities in the area. Consolidated Grain and Barge in Naples would also be negatively impacted by the relocation of the highway. Combined, these industries account for between 200-500 trucks per day over the existing route.

**Industrial Attraction/Highway Access:** Ranking among the top five factors in site selection, highway access is critical in economic development. Within the last five years, Meredosia has been a candidate for a number of facilities, including a steel mini-mill, a gypsum board manufacturer, a rail car repair and cleaning facility, a tank truck shipping company, and others. We are currently promoting a Meredosia location to two industrial support prospects that rely on truck transportation. Each of the prospective companies that have considered locating near Meredosia during the past four years has been from outside the area. From the perspective of an outsider considering a multi-million dollar investment, the presence of an improved, 4-lane highway in close proximity to Meredosia is a distinct benefit. The opposite is true as well. As a result, relocation of the highway would cause incalculable damage to industrial recruitment in the Meredosia area.

**Impact on Farmland:** Construction of the new highway along Alignment "E" will have a significantly lower impact on prime farmland. In addition to farmland that would be lost due to construction of Alignment "A", farmland will certainly be lost due to associated development along the route in future years. Neither road construction nor development in the Meredosia area will have such substantial negative consequences.

As the Department of Transportation nears a decision regarding which Jacksonville-Beardstown alignment to support, I urge your support of Alignment "E", which most closely follows the existing route of US 67, since it has the greatest potential for enhancing growth in the Meredosia area and the least potential for harming our existing industrial base. More than 500 jobs hang in the balance.

Should you have any questions regarding this letter or our position regarding the alignment of Corridor 67, please contact me at 217.479.4627.

Thank you for the opportunity to present our position.

Sincerely,

Mike Kirchhoff, CED  
Executive Director

cc: Mayor Mike Brown  
Jim Shipp, EDC Chairman




he will continue down the road to the next town or exit. Therefore, we need another access lane for traffic coming from the north so that we do not get unintentionally passed by.

In addition, the access road leads the traffic into Beardstown only at the south end. There is no access to the north end of town along the riverfront. A section of the current Sixth Street Road heading west of town which would provide access to the city's north end, as noted also on my attached map, would cease to exist. This road has provided, and continues to provide, farmers with access to the grain elevators located along the riverfront. Without a north access to the city, farmers would be inconvenienced by having to travel south to enter our city, and then proceed north to the elevators. In addition, this could result in traffic problems as well as street maintenance problems with the heavy farm vehicles. If the Sixth Street Road was utilized as an access to the northern part of our city, the potential for these problems would be eliminated.

The Mayor of Beardstown, Robert Walters, business leaders, and our chamber board of directors have discussed these concerns, and are in agreement that the current proposed route of the U.S. 67 Expressway has potential downfalls for our city. It would not allow Beardstown to take full advantage of the expressway as it bypasses our city. The mayor has planned to arrange for a meeting with your office so that we may fully discuss our concerns with you and the possible solutions.

Thank you for your time and consideration.

Sincerely,

  
Craig A. Myers  
President

cc: Robert Walters, Mayor

## Morgan County RPC

345 West State  
Jacksonville  
Illinois 62650

Phone: 217/243-9404  
FAX: 217/243-4139  
email: mcr@ocr.net

September 25, 2001

Mr. Victor A. Modeer, Jr.  
District 6 Engineer  
Illinois Department of Transportation  
126 East Ash Street  
Springfield, Illinois 62704-4766

Mr. Foreman Hardwick  
Studies and Plans Engineering Department  
Illinois Department of Transportation  
126 East Ash Street  
Springfield, Illinois 62704-4766

RE: Corridor 67, Jacksonville - Beardstown Alignment

Dear Sirs:

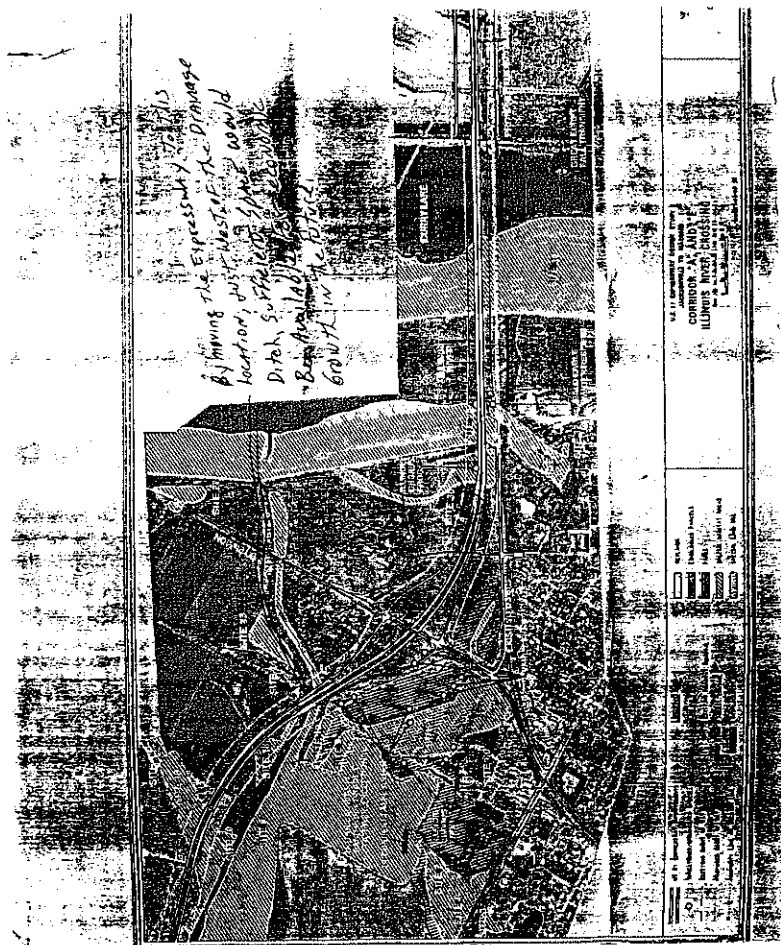
I would like to go on record once again in support of the Corridor E Alternative alignment of U.S. 67. Please refer to my letter of August 6, 1998 for a list of reasons this corridor provides the best opportunity for economic growth in this region. As you may know, over 500 existing, high paying jobs would be supported by the Corridor E Alternative. Further, the potential for job creation is greater through expansion of these existing industries in Meredosia than the potential for siting any new industry in the area.

I would like to point out some areas of the Environmental Impact Statement that I feel need amendment:

Section 2.1.3.5 Rail. Of the 15 trains through Meredosia it is my understanding that the majority serve National Starch and Chemical. If that is true the primary products are industrial in nature, raw materials or finished product — not, farm related product.

Section 2.1.5.1 Although nothing said is technically inaccurate, the industry in Meredosia is unusual. The industrial employment of National Starch and Chemical, Ameren CIPS, and the IRC Terminal are not agri-based and should be significant enough for notation, particularly as the alternate under consideration directly impacts this area.

Section 2.1.5.2 Meredosia has a TIF District. It is a mixed use TIF that includes Meredosia Community Bank on Main Street and a residential component. The

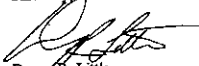


Jacksonville Regional Economic Development Corporation includes Meredosia as a member.

In short the existing impact study under values the industrial nature of the Meredosia area in my opinion. Anyone reading the study would conclude that both alternates have similar impacts. Given that conclusion, the cheapest alternative would be favored. Obviously, I believe the economic impacts are clear and favor Alternate E by a significant margin, even weighed against the higher construction cost.

Thank you for taking my remarks into consideration. Once again allow me to say the public process you have followed in this project has been exemplary. I appreciate the education.

Sincerely,

  
Danny R. Little  
Director

# COMMENT FORM

U.S. 67 EXPRESSWAY DESIGN STUDY

If you have questions, comments, or opinions related to this study, please complete this comment form.

THE BROWN COUNTY DEVELOPMENT CORPORATION OF MT. STERLING, IL WOULD LIKE TO RECOMMEND ALTERNATE E. WE BELIEVE THAT ALTERNATE E WOULD BE MORE ADVANTAGEOUS TO BROWN COUNTY.

REC'D DIST. 6

AUG 22 2001

STUDIES & PLANS

BROWN COUNTY IS THE CORPORATE OFFICE OF DOT FOODS, INC THE LARGEST FOOD DISTRIBUTION COMPANY IN THE UNITED STATES. DOT FOODS HAS OVER 350 SEMI TRAILERS THAT ARE IN SERVICE THROUGHOUT ALL 48 MAINLAND STATES. BEING EIGHT MILES CLOSER TO THE FOUR-LANE HIGHWAY AT MERRIDOSA WOULD BE A BIG BOOST FOR THEM ECONOMICAL.

Name: Darryl L. Down  
Affiliation: Brown County Develop  
Address: 5 Garage Creek Corp.  
mt Sterling, IL 62553

Please fold, tape, and mail. No envelope or postage is necessary.

# COMMENT FORM

U.S. 67 EXPRESSWAY DESIGN STUDY

If you have questions, comments, or opinions related to this study, please complete this comment form.

I prefer (please circle one): A Alignment E Alignment

I have serious concerns about A Alignment ne' the intersection of the Concord-Ardenville Road with US 67 Trippia School District buses would cross four lanes of ~~traffic~~ 65+MPH traffic a combined total of 30 times each day. This is a potential danger that you must not allow to occur.

Please consider (if ~~A Alignment~~ is chosen) using an overpass to eliminate this problem.

In my opinion if Alignment A is chosen and no modifications are made to this intersection it is just a matter of when

the accident occurs. Please give this problem your full consideration.

"We" spare no expense to protect environmental issues. We work hard to protect wild-life from ~~accidents~~ intrusions. Surely children deserve the same protection.

Name: Steve A. McCarty  
Affiliation: Trippia CUSD #27  
Address: Trippia Jr-Sr High School  
2204 Concord-Ardenville Rd  
Concord, IL 62631

Please fold, tape, and mail. No envelope or postage is necessary.